

COA # <b>2014-COA-058 Part A (CAMA)</b> <b>2014-COA-058 Part B (CAMA)</b> <b>2014-VHP-008</b>		INDIANAPOLIS HISTORIC PRESERVATION COMMISSION <b>STAFF REPORT</b>		Hearing Date <b>SEPT. 3, 2014</b>	
748 Massachusetts Ave and 658 E. St. Clair Street CHATHAM-ARCH/ MASSACHUSETTS AVE				Continued from: August 6, 2014 July 2, 2014	
Applicant & mailing address:		Firefighters Credit Union, and Indianapolis Metropolitan Professional Firefighters Local 416 Represented by Brian J. Touhy, Attorney 50 S. Meridian Street Suite 700 Indianapolis, IN 46204			
Owner:		Indianapolis Metropolitan Professional Firefighters Local 416 748 Massachusetts Ave. Indianapolis, IN 46204			
COMBINED CASES					
IHPC COA:		2014-COA-058 Part A (CAMA) 748 MASSACHUSETTS AVE.: <ul style="list-style-type: none"><li>• Construction of Firefighters Credit Union office and banking structure on a portion of 748 Massachusetts Ave</li><li>• Construction of a 2-story office building addition for the Indianapolis Professional Firefighters’ Union Local 416 and plaza on the northeast portion of 748 Massachusetts Ave (connected to the existing historic building)</li><li>• Site improvements, including a plaza at northeast end of site.</li><li>• Variances of development standards.</li></ul>			
IHPC COA:		2014-COA-058 Part B (CAMA) 658 ST. CLAIR ST.: <ul style="list-style-type: none"><li>• Installation of a paved and landscaped parking lot.</li><li>• Restoration of alley along west side of 658 St. Clair St. site.</li><li>• Improvements to the St. Clair Street right-of-way</li><li>• Variances of development standards.</li></ul>			
Variances:		2014-VHP-008 Part A 748 MASSACHUSETTS AVE.: <u>Variance of Development Standards of the C-4 zoning ordinance to:</u> <ul style="list-style-type: none"><li>• Legally establish the existing front transitional yard along St. Clair St. (less than 20 ft.)</li><li>• Legally establish the existing west side transitional yard (less than 10 ft.)</li><li>• Allow for a drive through abutting a protected district and being less than 100 ft. from a protected district.</li><li>• Allow fewer parking spaces than required for the proposed and existing uses at 748 Massachusetts Avenue.</li></ul>			
Variances:		2014-VHP-008 Part B 658 ST. CLAIR ST.: <u>Variance of Development Standards of the C-4 zoning ordinance to:</u> <ul style="list-style-type: none"><li>• Allow for the front transitional yard along Arch St. to be less than 20 ft.</li><li>• Allow for the west side transitional yard to be less than 10 ft.</li><li>• Allow for less front yard along College Ave. than required (70 ft. from the centerline)</li></ul>			
STAFF RECOMMENDATIONS: Approval					

## STAFF COMMENTS

### Update Since the July 2, 2014 IHPC Hearing

At the July hearing, the applicant agreed to a continuance after presenting the request and hearing comments from the Commission. At the August 6 hearing, the applicant requested another continuance. To date, no new plans or documentation has been submitted, but the applicant has told staff:

1. They wish to re-present their case at the September hearing.
2. They do not intend to submit any revised plans.
3. They do intend to submit commitments that address concerns of the Commission and some of the neighbors.

The commitments are not included in this report because they have not yet been submitted. Since there is no change in the case to date, staff has made no change in its recommendation below.

### July 2, 2014 IHPC Staff Report

#### Description of the Project Site

The project area is entirely owned by the Firefighters Union and consists of two lots. The requests have been divided into a part A and part B according to which of the two lots are involved:

1. Part A is 748 Massachusetts Ave,
2. Part B is 658 E. St. Clair Street. Both properties.

The project area also includes the alley adjacent to the west side of 658 E. St. Clair Street and a portion of the St. Clair Street right-of-way fronting 658 E. St. Clair Street.

#### History of the Site

##### 748 MASSACHUSETTS AVE.

The historic brick commercial building located on the site is the original Fire Station #2 built in 1871, later becoming Fire Station #8. The City sold the station sometime in the 1930's and it was used as an automobile garage. About 1988, the building was purchased by the Firefighter's Union and has been used for its Union Hall and museum since that time. Other buildings were once on this site, including three commercial buildings and eight houses. Two of the houses remain on the site today and are owned by the Union, but are not part of this application.

##### 658 E. ST. CLAIR ST.

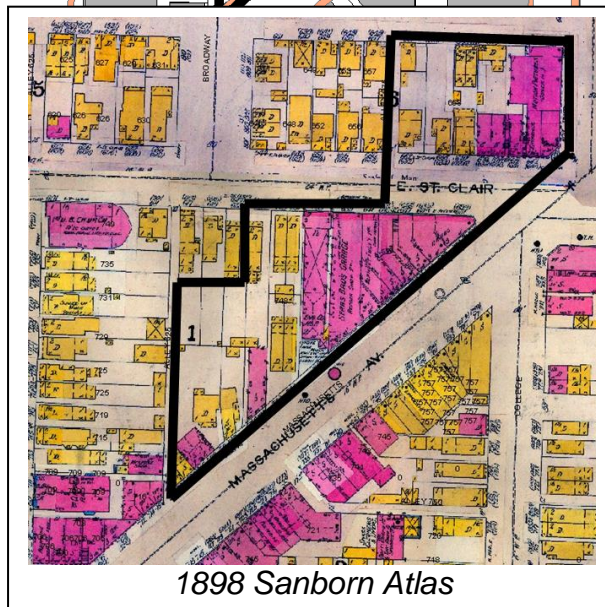
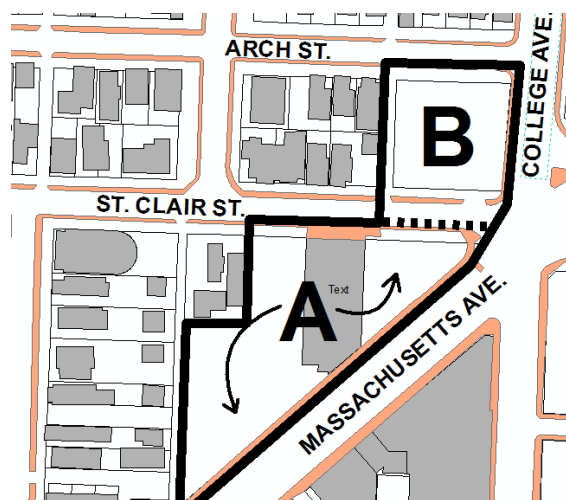
This site historically contained six wood framed houses and a series of commercial buildings. Aerial photos suggest that demolition began in the 1950s. By the time Chatham Arch was designated in 1982, it was totally cleared. The site has been unimproved during all that time and has been the site of repeated illegal parking violations. The Firefighters Union purchased this lot last year.

### PROJECT DESIGN

#### PART A – 748 MASSACHUSETTS AVE.

##### Scope of Work:

Two new buildings and a plaza are being proposed.



1. A new, stand-alone building for the Firefighter's Credit Union is to be located to the west of the existing historic Fire Station #2, and
2. A new Union Hall addition for the Firefighter's Union is to be attached to the east side of the existing historic Fire Station #2.
3. An open plaza is to be located to the east of the new Union Hall addition.

#### Firefighters Credit Union Building

Lamson and Condon, Architects, has designed a two-story structure made entirely of reddish/brown brick with stone accents. The building is to have a prefinished aluminum storefront and prefinished metal coping cap at the top of the building. The second floor is to have a series of aluminum windows with simulated divided lite windows. A walk-up ATM will be on the front. Signage is included in the request.

The structure will also contain a drive-thru on the west side of the building. The drive-thru is integrated into the building and will have a brick knee wall on the west side made of translucent tinted glazing panel and landscaping to help screen the view of the drive-thru from the adjacent homes to the west. The design of this building, especially the drive-thru element, has been the subject of much negotiation between the applicant and adjacent home owners. It is staff's understanding that the design being presented incorporates a compromise between the home owners and the Credit Union.

#### Firefighters Local 416 Union Hall Building

Entheos Architects has designed a two-story addition to the existing Fire Station #2, which is used as a Union Hall and the Survive Alive Museum. It will be made entirely of reddish/brown brick with limestone accents. The building is to also have a small tower element with standing seam roof on the southeast corner of the building, echoing the one found on the historic fire station. Both the storefront windows and second floor windows are to be aluminum windows with clear glazing. The storefront windows will have an arch detail, and will include transom glass with a ceramic frit pattern. Some of the limestone will be decorated with carved details. The words "DUTY" "HONOR" "SACRIFICE" will be carved above the arched storefronts on the east elevation.

#### Museum Plaza

Storrow Kinsella Associates Inc (SKA) has designed an open plaza on the east side of the new addition. It will be used by the public and visitors to the museum. The plaza will contain pavers, green space, public art limestone bench seating as well as planting bed railings, trash receptacles and bike racks.

### PART B – 658 EAST ST. CLAIR ST.

#### Scope of Work:

This portion consists of three elements as defined below:

1. Construction of a landscaped parking lot.
2. Improvements in the public St. Clair St. right-of-way between the new parking lot and the new plaza
3. Improvement of the alley along the west edge of the proposed parking lot.

#### 1. Landscaped Parking Lot

Storrow Kinsella Associates Inc (SKA) has designed a landscaped parking lot covering all of the lot at 658 E. St. Clair St. It will be used by both Firefighters Union Hall and the Firefighters Credit Union. The lot will be paved in pervious brick pavers and will have 31 parking spaces. Both the entrance and exit to the lot will be on St. Clair Street. The site will be landscaped with trees around the perimeter and a black aluminum sliding gate will be at the entrance/exit.

#### 2. St. Clair St. Right-of-Way Improvements

- Identity Pylons. An "identity pylon" is proposed that will be a 13 foot high metal structural piece with the Chatham-Arch logo at the top. It will be built around the existing street signal pole at the point next to the 748 Mass Ave site. This feature will be in the right-of-way as well as some of the limestone benches and pavers. A second "identity pylon" is to be installed at the southeast corner of the 658 E. St. Clair Street site in the public right-of-way.

- Traffic-Calming Feature. A change in material from asphalt to brick with a raised table (curb and street at same level) is proposed for St. Clair St., between the new parking lot and the new plaza. If the budget does not permit this, the applicant is asking to use an embedded pattern in the asphalt to identify the area (similar to Cultural Trail crosswalks.) The purpose of the change in material at this location is to identify it as a crossing area between the parking lot and the museum/plaza area.
- St. Clair St. Bus Parking: A recess in a portion of the curb on the south side of St. Clair Street is proposed so that buses can pull up along the north side of the museum and drop off students without having to block the street or cause children to cross the street.

### 3. Alley Restoration

The applicant is proposing to restore the alley along the west side of the parking lot at 658 E. St. Clair. This restoration will match the previously restored alley to the south, located along the west side of 748 Massachusetts Avenue and approved by the IHPC recently using ADA compliant pavers while salvaging historic brick to use as a border. The alley is currently asphalted and graveled over, with no visible original brick except at potholes. The applicant believes there is probably original brick under the asphalt, which can be used for the border brick. There are remnants of limestone curbing, but hardly enough to be worthy of salvaging. Staff believes the restoration approach planned is appropriate.

## VARIANCES OF DEVELOPMENT STANDARDS

### PART A – 748 Massachusetts Ave.

The applicant is seeking 4 variances, in part to bring the site into conformance (the existing parking lot never received a transitional yard variance) and in part to accommodate the new development.

1. Legally establish the existing front transitional yard along St. Clair St. (less than 20 ft.), and
2. Legally establish the existing west side transitional yard (less than 10 ft.)  
The applicant is asking to legally establish the zero foot front and west side transitional yard that was created when the construction of the parking lot occurred. Although a COA was granted for the parking lot, there was no evidence of a variance found to legally establish the setbacks.
3. Allow for a drive-through abutting and being within less than 100 ft. from a protected district.  
The proposed drive-thru is within 100 feet of a residential district, which is considered a “protected” district in the zoning ordinance. This drive-thru should have little to no negative impact on the adjacent properties for the following reasons:
  - The Credit Union has a traffic count of only 16 cars a day at their current location and this amount is expected to be the same for this site.
  - The drive-thru is integrated into the design of the structure, where most drive-thru lanes are typically an attached canopy mostly open in nature.

The proposed drive-thru will be partially enclosed and screened on the west side and has a full roof structure built over the top of it. Staff believes that because of the way it is designed and screened, it will be virtually unnoticeable and of little impact.

4. Allow fewer parking spaces than required for the proposed and existing uses at 748 Massachusetts Ave.  
The zoning ordinance requires 90 off-street parking spaces for the uses proposed for 748 Massachusetts Ave. Only 50 spaces can be provided:

19	Remaining parking spaces after the Credit Union building is built.
31	Parking spaces in the new parking lot proposed at 658 E. St. Clair St.
50	TOTAL spaces provided on-site or within 500 ft.

In this area, securing parking spaces within 500 ft of the site can be used to satisfy the on-site requirement. However, the applicant has not been able to provide additional parking within 500 feet of the site.

Because of the historic pattern of buildings on Massachusetts Ave. occupying 100% of the site in most cases, parking is an inherent problem to appropriate development of the Avenue. Although the parking is technically required, staff believes it is reasonable to consider a variance for less parking in this case:

- The addition of buildings along the street front is an improvement to the overall character of the Avenue, compared to the present parking lot where the Credit Union building will be located and the vacant lot where the Union Hall addition will be located.
- It is also anticipated that the Credit Union will have little impact on the parking need because of the proposed drive-thru and walk-up ATM.
- The Museum is a structure visited primarily by students who will more than likely be bused to this location, further eliminating the need for such a large amount of required parking spaces.
- The Union Hall is used for Union and other local Firefighter's meetings, and is also the location of larger scale meetings on a less frequent basis when there is a need to host meetings with Firefighter's from out of town.

#### **PART B – 658 E. St. Clair St.**

This site is zoned C-4, which permits parking lots. Because it is located next to a residential district and along a street identified in the Thoroughfare Plan for wider setbacks, unusually deep setbacks are required. Without relief from those setback requirements, a parking lot on this site would have to be much smaller.



The applicant is seeking 3 variances to accommodate the new parking lot as designed.

1. Allow for a zero foot front transitional yard along Arch St. (20 ft. required)

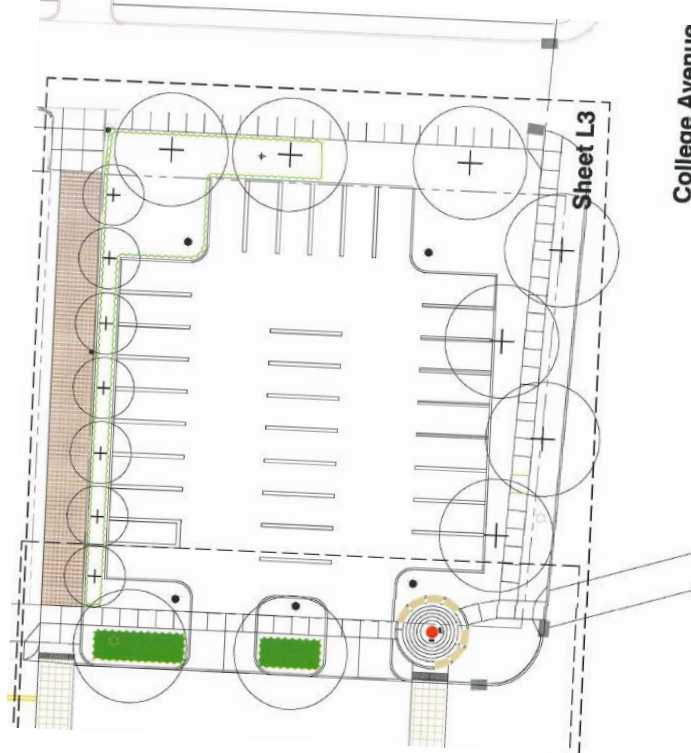
The right-of-way line is setback from the curb approximately 18 ft which is an unusually deep setback. The applicant is providing a buffer of trees and ground plantings to screen the view of the parking lot, however, because it is within the right-of-way, it cannot count as part of the required yard. And, using any more space on the lot for landscaping area will dramatically impact the usability of the site.

2. Allow for less west side transitional yard (10 ft required)

The applicant is providing a landscaped area at the west side of the site, however, they are just shy of the requirement at 8 or 9 feet. They may be able to move this around to accommodate all 10 feet, but for now, they are asking for the variance in the event they cannot.



3. Allow for an approximate 20 ft front yard along College Ave. when 70 ft. from the centerline is required. The Thoroughfare Plan is known for excessively generous setbacks in order to preserve the maximum space for road widening. In this case, this section of College Avenue was widened many years ago and any further widening would not be appropriate. However, the applicant is able to provide a generous landscaped area along College Avenue which will include trees, decorative fencing, and other landscaping.



### **CHATHAM-ARCH & MASSACHUSETTS AVE. HISTORIC AREA PLAN**

#### **Parking Lot Use for 658 E. St. Clair St.**

The plan makes a site specific recommendation for 658 E. St. Clair St. on page 62:

*“If this site is developed, new development should be residential and should sensitive to the houses on St. Clair and Arch Streets.”*

There is no doubt that this proposed use is inconsistent with the plan’s recommendation. However, the reality of the situation is that the property is zoned C-4, which permits parking lots. Therefore, the owner does not need to get IHPC approval to use the lot for that purpose, although it must get IHPC approval for the design of whatever it develops.

Staff’s recommendation of approval for this parking lot does not mean staff believes it is the best use of the site for the neighborhood. It does mean that staff recognizes the reality of the situation and believes that if a parking lot is going to exist on this site, it should be the best one possible. Staff believes the design being proposed and the variances needed to accomplish it will result in a high-quality parking lot with minimal negative effect on the surrounding residences. Lastly, development of a parking lot today does not preclude future development for housing.

#### **Design of Buildings**

Staff believes the designs for both buildings are compatible with the design guidelines.

- New construction should reflect the design trends and concepts of the period in which it is created.
- New structures should be in harmony with the old, yet at the same time be distinguishable from the old, so the evolution of the historic area can be interpreted properly.

## Design of Parking Lots

What follows is a scan of the design guidelines for parking lots from the CAMA plan. It is followed by staff comments related to compatibility.

### **RECOMMENDED:**

#### ***General Guidelines***

1. Parking lot dimensions, including the size of spaces, traffic pattern, and turning radius are to conform with the latest edition of *Architectural Graphic Standards* or other accepted city standards so that all spaces are usable and accessible.
2. The layout of parking spaces should be orderly and efficient to minimize congestion and overcrowding.

#### ***Ingress/Egress***

3. Curb cuts should be located as far from street intersections as possible.
4. Use existing alleys for entrances and exits whenever possible.

#### ***Materials and Markings***

5. Parking lots should be a hard surfaced material, such as asphalt, concrete, brick, and paver blocks.
6. The pavement should be marked with durable paint indicating parking spaces and flow of traffic.
7. Parking surfaces should be edged with concrete, stone, or brick curbing.

#### ***Lighting & Appurtances***

8. Lighting fixtures should be designed to be compatible with the context in which they are placed.
9. Parking lots should be adequately lit for both pedestrian and vehicular traffic.
10. Lights installed in parking lots that are adjacent to residential properties should be low and shielded to reduce glare.
11. Utility lines to light fixtures, automatic gates, and attendant booths should be buried below grade.

#### ***Screening & Landscaping***

12. There should be physical and visual barriers between parking areas and a public sidewalk, street, alley, and/or residential area. These may include but are not limited to a masonry or solid urban wall with a minimum height of 3' 6", landscaping and fencing or some combination of the above.
13. Simple fencing, such as wrought iron or fencing that resembles wrought iron, is recommended if fencing is necessary or required.
14. A minimum of one deciduous shade tree planted on the interior of the lot for every ten (10) parking spaces for any parking lot with twenty or more parking spaces.
15. Minimum sizes and spacing for required landscaping as follows:
  - a. Deciduous shade trees - two and one-half (2-1/2) inch caliper at six (6) inches above ground, with one (1) tree planted every forty (40) feet on center.
  - b. Deciduous ornamental trees - one and one-half (1-1/2) inch caliper at six (6) inches above the ground, with one (1) tree planted every twenty-five (25) feet on center.

- c. Multi-stemmed trees - eight (8) feet in height.
- d. Densely twigged deciduous or evergreen shrubs - thirty-six (36) inches in height.

16. A ten-foot buffer with 100% of the linear distance screened between a parking area, a primary street, residential uses, and sidewalks, using trees meeting minimum size requirements and spacing, and one or a combination of the following:

- a. Architectural Screen - a wall or fence that is simple in design and blends with the historic character of the district of one of the following:
  - i. solid wall with a minimum height of 42", or
  - ii. open wall or fence up to 72" (with a minimum height of 42") if sight barrier is less than 60% and is used in combination with a plant material screen.
- b. Plant Material Screen - a compact hedge of evergreen or densely twigged deciduous shrubs with a minimum ultimate height of thirty-six (36) inches.

NOTE: The remaining ground area shall be planted and maintained in grass or other suitable ground cover.

17. Replacement during the next planting season of any plantings that are required in a Certificate of Appropriateness and that have died or have been removed.

#### ***Drainage***

18. Parking lot drainage and access curb cuts that meet standards established by the Department of Transportation (DOT) and the Department of Public Works (DPW).

19. Adequate storm water inlets and drains are required to contain storm water on-site and to prevent runoff over adjacent walks and properties. Inlets should be located to prevent ponding and deep surface flows.

#### **NOT RECOMMENDED:**

#### ***Ingress/Egress***

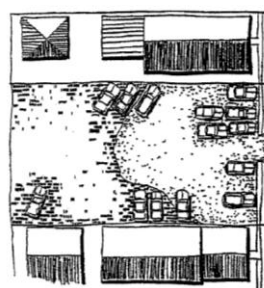
- 1. Installation of new curb cuts whenever existing curb cuts or alley access is available.
- 2. Excessive widths for new driveways.

#### ***Lighting and Appurtances***

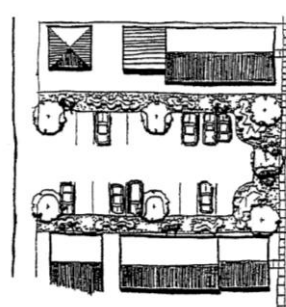
- 3. Overhead electrical lines to light fixtures, automatic gates, and attendant booths.

#### ***Screening and Landscaping***

- 4. Railroad ties, landscape timbers or similar elements used as edging for surface parking lots.
- 5. Residential or suburban fencing styles, including chain link and board fences.
- 6. Installation of chain or cable across an entrance, exit, or around the perimeter of the lot because it can be difficult to see and could pose a hazard to pedestrians, vehicles, and bicyclists.



INAPPROPRIATE



APPROPRIATE



Staff comments regarding compatibility with guidelines:

- The lot appears to be well laid out and uncrowded.
- The plan encourages use of alleys to access parking lots. However, in this situation staff believes that there will be less impact on the adjoining residences if the alley is not used for access.
- DPW has been consulted about location of curb cuts and has indicated they can be approved.
- Materials to be used are of a higher quality than usually seen on parking lots. The use of pervious brick pavers for the parking surface, rather than asphalt, will help mitigate the visual impact of the facility.
- It is staff's understanding that no lighting is included in this application other than acorn lights on the plan.
- The parking surface will be surrounded by landscaping, trees and decorative fencing.
- Note that the example drawing of an "inappropriate" parking lot looks a lot like this lot has looked over the years with illegal parking occurring on it. The example drawing of an "appropriate" parking lot has a lot of similarities to the proposed lot.

### STAFF RECOMMENDED MOTION

**1. 2014-COA-058 (CAMA) Part A – 748 MASSACHUSETTS AVE.**

**To approve a Certificate of Appropriateness for:**

- 1) Construction of a 2-story office and banking structure for the Firefighters Credit Union on the western portion of 748 Massachusetts Ave.
- 2) Construction of a 2-story office building addition for the Indianapolis Professional Firefighters' Union Local 416 on the east side of the historic Fire Station on 748 Massachusetts Ave.
- 3) Site improvements on 748 Massachusetts Ave., including a plaza at the northeast end of the site.
- 4) Variances of development standards.

All as per submitted documentation and subject to the following stipulations:

**PERMITS MAY NOT BE ISSUED until stipulations number 1, 2, and 3 are fulfilled.**

- 1) Construction must not commence prior to approval by the IHPC staff of final construction drawings and landscaping plan.
  - i. *Credit Union Building: Approved \_\_\_\_\_ Date \_\_\_\_\_*
  - ii. *Firefighters Union Addition: Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 2) A pre-construction meeting with IHPC staff, the owner, and the contractor/construction manager must be held prior to the commencement of any construction.
  - i. *Credit Union Building: Approved \_\_\_\_\_ Date \_\_\_\_\_*
  - ii. *Firefighters Union Addition: Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 3) The site shall be field staked with no offsets and approved by IHPC staff prior to construction. .
  - i. *Credit Union Building: Approved \_\_\_\_\_ Date \_\_\_\_\_*
  - ii. *Firefighters Union Addition: Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 4) Building brick and brick pavers shall be approved by staff before being installed.
  - i. *Credit Union Building: Approved \_\_\_\_\_ Date \_\_\_\_\_*
  - ii. *Firefighters Union Addition: Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 5) A durable marker indicating the date of construction must be incorporated into the front foundation of each building and approved by IHPC staff prior to installation.
- 6) All utility wires and cables must be located underground. No installation of utilities or meter and mechanical placement shall commence prior to IHPC staff approval.
- 7) Work on exterior finishes and details must not commence prior to the approval by IHPC staff of each. These may include, but are not limited to: doors, windows, foundations, exterior light fixtures, railings, roof shingles, etc.
- 8) Any changes to the proposed design must be approved by IHPC staff prior to commencement of work.

**2014-COA-058 (CAMA) B – 658 ST. CLAIR ST.**

**To approve a Certificate of Appropriateness for:**

- 1) The installation of a paved and landscaped parking lot.
- 2) Restoration of the alley along the west side of 658 E. St. Clair St.
- 3) Variances of development standards.

All as per submitted documentation and subject to the following stipulations:

**PERMITS MAY NOT BE ISSUED until stipulations number 1, 2, and 3 are fulfilled.**

- 1) Construction must not commence prior to approval by the IHPC staff of final construction and landscape drawings. *Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 2) A pre-construction meeting with IHPC staff, the owner, and the contractor/construction manager must be held prior to the commencement of any construction.  
*Approved \_\_\_\_\_ Date \_\_\_\_\_*
- 3) A detailed section and site plan of the alley restoration shall be submitted to IHPC staff for final approval. *Approved \_\_\_\_\_ Date \_\_\_\_\_*

**2. Variance Request 2014-VHP-008 Part A – 748 MASSACHUSETTS AVE.**

**To approve a Variance of Development Standards of the C-4 zoning ordinance to:**

- Legally establish existing front transitional yard along St. Clair St. (less than 20 ft.)
- Legally establish existing west transitional yard (less than 10 ft.)
- Allow for a drive through abutting a protected district and being less than 100 ft. from a protected district.
- Allow fewer parking spaces than required for the proposed and existing uses at 748 Massachusetts Avenue.

**3. Variance Request 2014-VHP-008 Part B – 658 ST. CLAIR ST:**

**Variance of Development Standards of the C-4 zoning ordinance to:**

- Allow for front transitional yard along Arch St. to be less than 20 ft.
- Allow for the west side transitional yard to be less than 10 ft.
- Allow for less front yard along College Ave. than required (70 ft. from the centerline)

**Staff Reviewer:** Meg Purnsley



**2014 Aerial Image of the project area (inside the white dashed lines)**







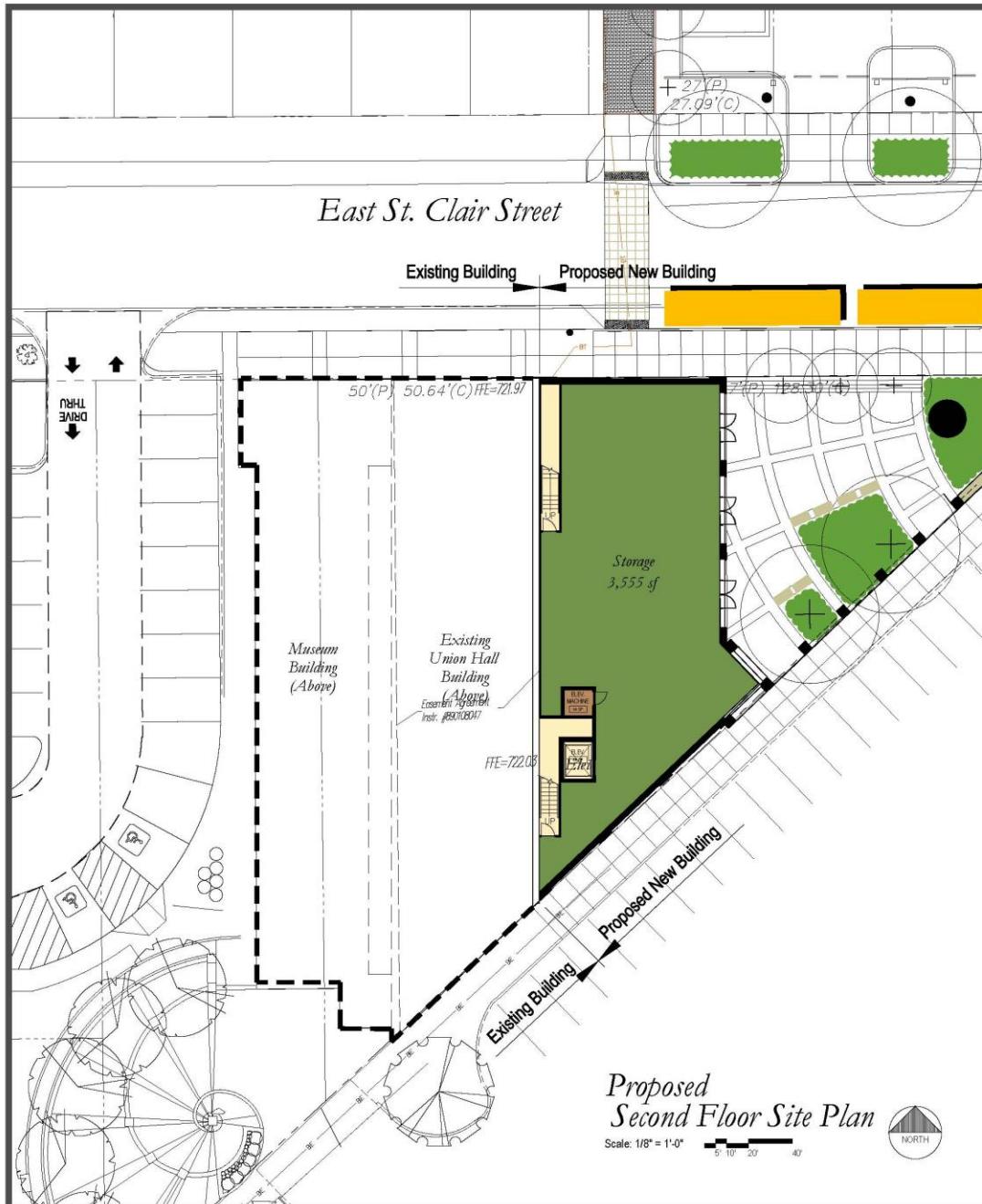
Proposed New Offices/Plaza/Parking for  
Indianapolis Professional Firefighters, Local 416

748 Massachusetts Avenue, Indianapolis, Indiana

May 29, 2014



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Proposed New Offices/Plaza/Parking for  
Indianapolis Professional Firefighters, Local 416

748 Massachusetts Avenue, Indianapolis, Indiana

May 29, 2014



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# Exterior Materials Legend

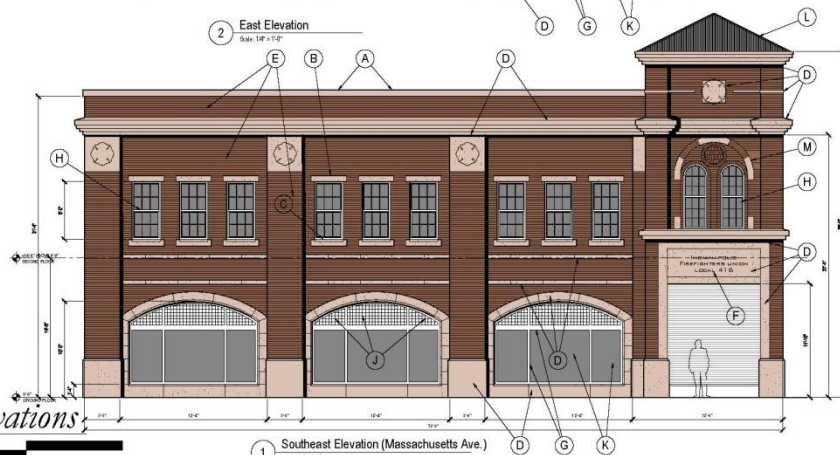
- (A) CUT LIMESTONE COPING.
- (B) CUT LIMESTONE HEADER.
- (C) CUT LIMESTONE SILL.
- (D) CUT LIMESTONE DETAIL.
- (E) BRICK VENEER (MODULAR).
- (F) PREFINISHED ALUMINUM LETTERING.
- (G) PREFINISHED (KYNAR) ALUMINUM STOREFRONT.
- (H) PREFINISHED (KYNAR) ALUMINUM DOUBLE-HUNG WINDOW UNIT WITH TRANSPARENT GLAZING.
- (J) TRANSOM GLAZING WITH CERAMIC FRIT PATTERN.
- (K) TRANSPARENT GLAZING.
- (L) STANDING-SEAM METAL ROOFING.
- (M) BRICK DETAIL.



3 North Elevation (St. Clair Street)  
Scale: 1/4" = 1'-0"



2 East Elevation  
Scale: 1/4" = 1'-0"



1 Southeast Elevation (Massachusetts Ave.)  
Scale: 1/4" = 1'-0"

## Exterior Elevations

Scale: 1/4" = 1'-0"



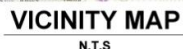
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May 29, 2014



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**VICINITY MAP**  
N.T.S.



EXISTING FIRE FIGHTERS UNION HALL AND MUSEUM

EXISTING 2-OFFICE BLDG'S 1-GARAGE

EXISTING OFF-STREET PARKING

NEW ACCESS EASEMENT

EXISTING MEMORIAL PLAZA

FUTURE CREDIT UNION

NEW  
OFF-STREET  
PARKING



**EXISTING  
OVERALL  
ZONING PLAN**

PROPOSED NEW FACILITY:

FIREFIGHTERS  
CREDIT UNION  
MAIN BRANCH

748 MASSACHUSETTS AVENUE  
(MASSACHUSETTS & COLLEGE)  
INDIANAPOLIS, INDIANA



**FIREFIGHTERS  
CREDIT UNION**

501 N. NEW JERSEY  
INDIANAPOLIS, INDIANA 46204  
(317) 636-5581  
[www.fire-cu.org](http://www.fire-cu.org)

**Lamson & Condon**  
ARCHITECTURE / INTERIOR DESIGN  
(317) 266-9830  
[www.lamsoncondon.com](http://www.lamsoncondon.com)

CITY SUBMITTAL  
MAY 29, 2004  
REVISED JUNE 20, 2004



**NEW  
OFF-STREET  
PARKING  
BY OTHERS**

SEE ATTACHED  
LANDSCAPE PLANS FOR  
ADDITIONAL INFORMATION

## CONCEPTUAL OVERALL SITE PLAN



PROPOSED NEW FACILITY:

FIREFIGHTERS  
CREDIT UNION  
MAIN BRANCH

748 MASSACHUSETTS AVENUE  
(MASSACHUSETTS & COLLEGE)  
INDIANAPOLIS, INDIANA



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CITY SUBMITTAL  
MAY 29, 2014  
REVISED: JUNE 20, 2014

PARKING TABULATION			
[REDACTED]			
CREDIT UNION	BANK AREA OFFICE AREA	3.00 SP @ 1 SPACE PER 200 SF 0.50 SP @ 3.5 SPACES PER 1,000 SF	1 1
OFFICE BUILDING 1 OFFICE BUILDING 2		0.51 OF @ 3.5 SPACES PER 1,000 SF 397.5 SP @ 3.5 SPACES PER 1,000 SF	1 1
UNION BUILDING	OFFICE AREA MUSEUM AND SURVIVALINE	0.50 SP @ 3.5 SPACES PER 1,000 SF 0.04 SP @ 1 SPACE PER 400 SF	2 2
TOTAL PARKING SPACES REQUIRED			3
FIREFIGHTER STATION			
MAGASCHNETTS ALNE - OFF STREET			1
ST CLAIR STREET - OFF STREET			3
WALTON STATION			1
TOTAL FIREFIGHTER STATION			5
DRIVE THROUGH TABULATION			
STAKING SPACES BEFORE WINDOW			8
STAKING SPACES AFTER WINDOW			8
TOTAL REQUIRED AND ON HAND			16
BUILDING TABULATION			
NEW FIREFIGHTER'S CREDIT UNION			3.09 SP
BANK BUILD	FIRST FLOOR		3.09 SP
	SECOND FLOOR		0.50 SP
TOTAL			12.27 SP
EXISTING FIREFIGHTER'S UNION, MUSEUM AND SURVIVALINE			1.01 SP
MUSEUM			6.42 SP
SURVIVALINE			1.18 SP
UNION OFFICES			2.06 SP
STORAGE SPACE			5.88 SP
STORAGE			2.19 SP
CIRCULATION (CORRIDORS, STAIRS, ELEVATOR)			4.37 SP
TOTAL			25.26 SP
EXISTING 2-STORY OFFICE			1.34 SP
EXISTING 1-STORY OFFICE			8.84 SP
EXISTING GARAGE			84.9 SP







**A - SOUTH ELEVATION**  
MASSACHUSETTS AVE



**B - EAST ELEVATION**  
MEMORIAL

MATERIAL KEY	
A	FACE BRICK, STANDARD, RUNNING
B	STONE ACCENT, WHITE
C	PREFINISHED ALUMINUM STOREFRONT FRAME WITH TINTED GLAZING PANEL
D	PREFINISHED METAL COPING CAP
E	DRIVE THRU LANE, COVERED
F	PREFINISHED ALUMINUM FRAME WITH NO PANEL - OPEN
G	PREFINISHED ALUMINUM FRAME WITH TRANSLUCENT TINTED GLAZING PANEL
H	FACE BRICK KNEE WALL WITH STONE CAP
J	PREFINISHED WALK UP ATM
K	BUILDING SIGNAGE
LANDSCAPING AS SHOWN IS DIAGRAMMATIC. SEE LANDSCAPE PLANS	



## CONCEPTUAL ELEVATIONS



PROPOSED NEW FACILITY:

**FIREFIGHTERS  
CREDIT UNION  
MAIN BRANCH**

748 MASSACHUSETTS AVENUE  
(MASSACHUSETTS & COLLEGE)  
INDIANAPOLIS, INDIANA



**FIREFIGHTERS  
CREDIT UNION**

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MAY 29, 2014  
REVISED JUNE 20, 2014

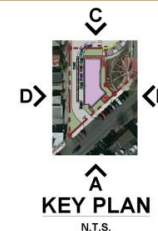


**C - NORTH ELEVATION**  
ST. CLAIR STREET



**D - WEST ELEVATION**  
ALLEY

MATERIAL KEY	
A	FACE BRICK, STANDARD, RUNNING
B	STONE ACCENT, WHITE
C	PREFINISHED ALUMINUM STOREFRONT FRAME WITH TINTED GLAZING PANEL
D	PREFINISHED METAL COPING CAP
E	DRIVE THRU LANE, COVERED
F	PREFINISHED ALUMINUM FRAME WITH NO PANEL - OPEN
G	PREFINISHED ALUMINUM FRAME WITH TRANSLUCENT TINTED GLAZING PANEL
H	FACE BRICK KNEE WALL WITH STONE CAP
J	PREFINISHED WALK UP ATM
K	BUILDING SIGNAGE
LANDSCAPING AS SHOWN IS DIAGRAMMATIC. SEE LANDSCAPE PLANS	



## CONCEPTUAL ELEVATIONS



PROPOSED NEW FACILITY:

**FIREFIGHTERS  
CREDIT UNION  
MAIN BRANCH**

748 MASSACHUSETTS AVENUE  
(MASSACHUSETTS & COLLEGE)  
INDIANAPOLIS, INDIANA



**FIREFIGHTERS  
CREDIT UNION**

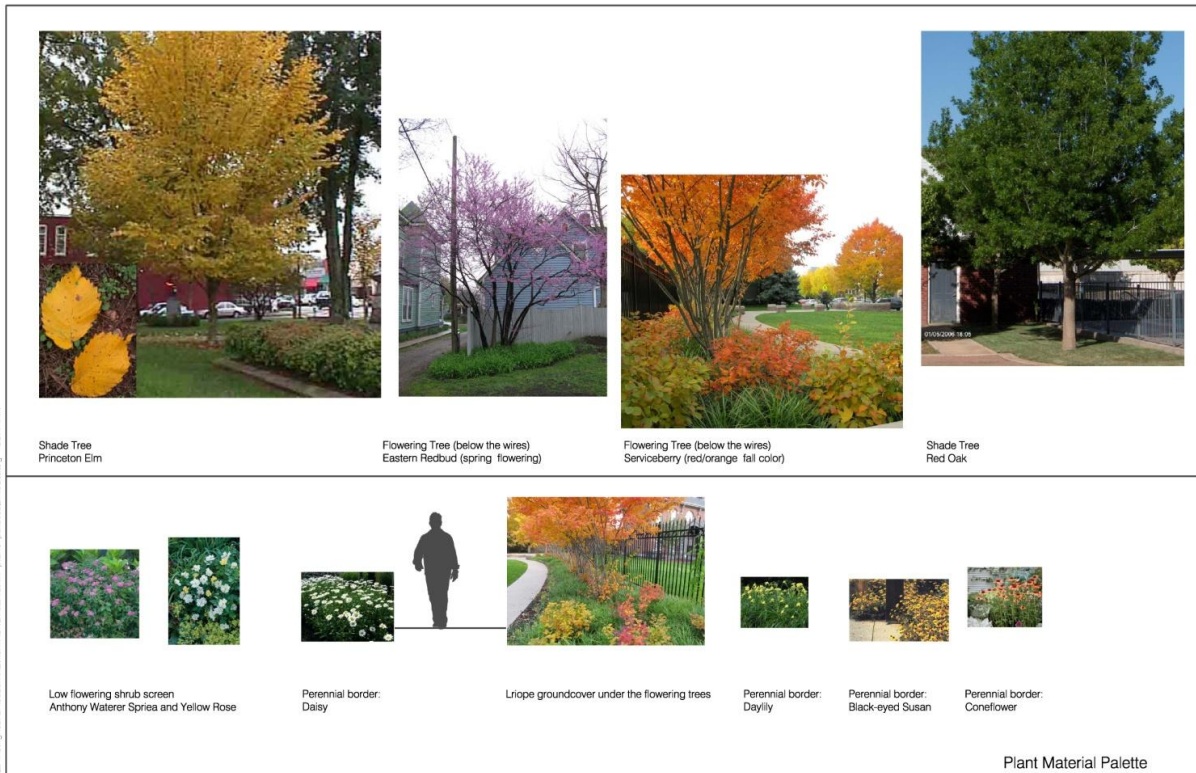
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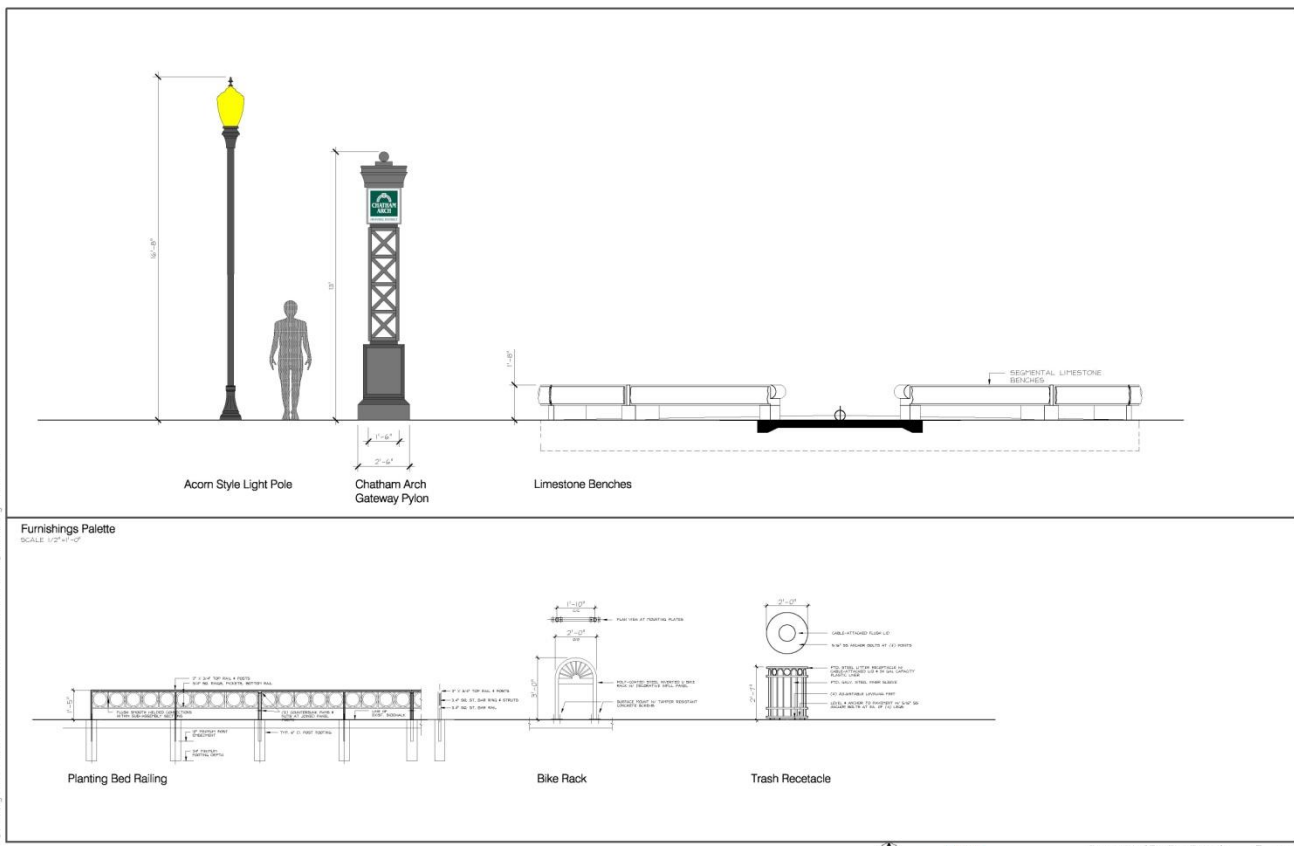






Proposed New Offices/Plaza/Parking for  
Indianapolis Professional Firefighters, Local 416

L3



Proposed New Offices/Plaza/Parking for  
Indianapolis Professional Firefighters, Local 416

L2





Above: View of existing parking lot at 748 Massachusetts Ave Below: View of historic building at 748 Massachusetts Ave (home of Survive Alive and the existing Union Hall)



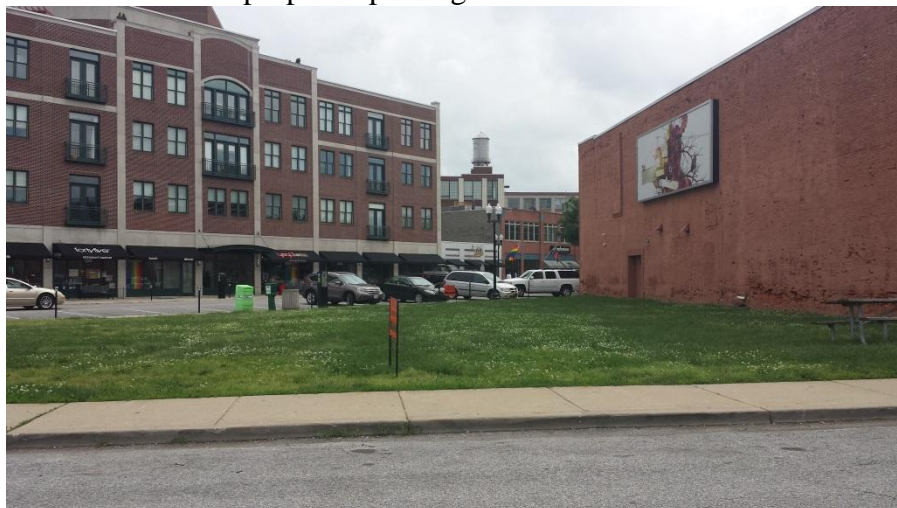




Above: View of proposed Credit Union location at 748 Massachusetts Ave



Above: View of proposed parking lot location at 658 E. St. Clair St



Above: View of proposed Union Hall location at 748 Massachusetts Ave



The picture on the left is of the existing conditions of the alley west of 658 E. St. Clair Street. The applicant is wanting to restore the alley back to brick, but is asking to do it to look like the restored alley shown in the picture on the right, which is the alley that runs along the west site of 748 Massachusetts Ave. This alley restoration was approved by the Commission in 2013.



## **FINDINGS FOR DEVELOPMENT AT 658 ST. CLAIR**

**METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division \_\_\_\_\_  
OF MARION COUNTY, INDIANA**

**PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS  
REVISED  
FINDINGS OF FACT**

1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:

In regard to the west side transitional yard and front yard along College Avenue, Petitioner is proposing to landscape the borders of the site. The landscaping will provide a buffer between the proposed parking lot on the site and the abutting protected district on the west and College Avenue on the East. The only proposed use on the site is the proposed parking lot, with landscaping, which is a permitted use within the site's C-4 district. The requested variances will not be injurious to the public health, safety, morals and general welfare of the community.

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2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:

The site is currently zoned C-4 which allows a wider variety of much more intense commercial uses than the proposed parking lot. Petitioner proposes to install landscaping along with the parking lot. The variances will not adversely affect the area adjacent to the site, because the proposed use as a parking lot is one of the least intense uses permitted under the site's zoning classification.

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3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:

The C-4 zoning classification allows for a parking lot as a primary use. Petitioner is proposing to install landscaping along the borders of the site. Petitioner is requesting a smaller transitional yard than required on the west side of the site and a front yard variance along the east side, which abuts College Avenue. Without the proposed variances, the petitioner would be unable to improve and operate the site with the proposed parking lot, which is a permitted use within the site's zoning classification.

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**FINDINGS FOR DEVELOPMENT AT 748 MASSACHUSETTS AVE.**

**METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division \_\_\_\_\_  
OF MARION COUNTY, INDIANA**

**PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS  
REVISED  
FINDINGS OF FACT**

**1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:**

In regard to the front and west side transitional yards, it appears from previously approved plans for the site, that the current front and west side transitional yards have existed on the site for several years. Petitioner is not proposing to decrease the sizes of the existing transitional yards. Additionally, petitioner is seeking a variance to allow for a proposed drive through along the west side of the proposed building. The site's zoning classification, C4, allows the use of a drive through window. The proposed drive through will be covered and contain only one lane. The requested variances will not be injurious to the public health, safety, morals and general welfare of the community, as such uses are permitted under the site's C4 zoning. The requested parking variance will allow for development of the site without an overabundance of surface parking.

**2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:**

The sizes of the existing front and west side transitional yards have existed on the site for several years, and will not change. The site is currently zoned C-4 which allows a wider variety of much more intense commercial uses than the proposed Credit Union and proposed Union offices. Additionally, the proposed drive through will be covered and contain only one lane. The requested parking variance will allow for a vacant parcel to be substantially improved with landscaping and will improve the streetscape of the site. The proposed variances will not adversely affect the area adjacent to the site.

**3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:**

The C-4 zoning classification allows for office uses, a museum, a credit union and the use of a drive through on the site. In order to use the site as a credit union, with a single drive through lane (one of the least intensive uses allowed under the existing C-4 zoning) variances are required. The parking space requirements under the Commercial Zoning Ordinance are excessive given the very low amount of traffic generated by the Firefighters Credit Union, Union and Museum. Additionally, there is a number of on street public parking spaces in close proximity to the site. Without the proposed variances, the petitioner would be unable to improve and operate the site with the proposed offices and credit union (including a customary drive through lane) which is a permitted use within the site's zoning classification.

## LETTERS & EMAILS OF SUPPORT

**Michael Harrill**  
**932 Broadway St.**  
**7/28/14**

Dear Commissioner Brown and IHPC members,

I am contacting you to share my support to that of the majority of my Chatham Arch neighbors of the proposal for the movement and expansion of the Firefighters Credit Union. Steve Teagarten has previously provided you with a letter that eloquently describes the support of the majority of our neighborhood as demonstrated by the 2:1 majority neighborhood vote. In that letter, he had provided the reasoning and support for our determination. Please strongly consider and respect the very in-depth evaluation that we and our neighbors have made into this matter and support the proposal as is. Despite a small but vocal minority of our neighbors, it seems from the July proceedings that you have been lead to believe that this proposal is not supported by the neighborhood and nothing could be further from the truth. Further, it is my concern that one of the sitting members of IHPC, who has very strong, but minority concerns, about the proposal, is unduly influencing the feeling of the other IHPC members and should have previously recused herself from the proceedings as it is my feeling that she cannot provide an unbiased evaluation. Please consider this objection to her continued participation in the decision-making regarding this proposal. Thank you for your time and consideration of this important improvement to the Chatham Arch neighborhood.

---

**Blake Jeffery**  
**610 N. Park Ave.**  
**7/28/14**

Dear Commissioner Brown and IHPC members,

I am reaching out to you to add my support to the documented majority of my Chatham Arch neighbors for the proposal for the movement and expansion of the Firefighters Credit Union. I strongly support the comments previously submitted by Steve Tegarden which accurately describes the support of the majority of our neighborhood as demonstrated by the recent 2:1 majority neighborhood vote in favor as well as 5-2 support from our neighborhood Urban Design Committee. Given many of us have lived in the neighborhood for nearly 20 years and bring a strong sense of commitment and understanding of the historical preservation needs of our downtown neighborhoods, we appreciate the oversight of the Commission but would strongly oppose and resist any decisions that completely derailed this important opportunity to move our neighborhood forward. We implore you to consider and respect the very in-depth evaluation that we and our neighbors have made into this matter and support the proposal as is. It is imperative that the Commission is not led astray by a small minority of our neighbors who tend to oppose most improvements to the area and have distorted this project's potential impact on their personal property to the detriment of all. One of the commission's own members is part of this vocal minority and should continue to recuse herself on this matter to uphold the respect and legitimacy afforded the Commission to date. Thank you for your consideration of this important project for the Chatham Arch neighborhood, Mass Ave district and all of downtown.

---

**Pete Howard, Lockerbie Square Peoples Club**  
**June 26, 2014**

While not a Lockerbie Square project, we support this application as (we assume) part of the larger project to relocate the firehouse and develop that parcel of land.

---

**Gary Robert Pike, Chair CANA Urban Design Committee**  
**June 30, 2014**

This is to confirm that on June 19, 2014 the Chatham Arch Neighborhood Association's Urban Design Committee voted 5-2 to support the proposed development (and variances) by the Firefighters Credit Union and the Firefighters Union. During a special membership meeting of the Chatham Arch Neighborhood Association on June 24, 2014, CANA members voted 33 to 18 to support the proposed development (and variances) by the Firefighters Credit Union and the Firefighters Union.

The CANA President is preparing a letter to send to Meg Purnsley (IHPC) confirming the vote of the neighborhood association.

---



**James Cordell, on behalf of Betsy Cordell**  
**729 N. Park**  
**June 26, 2014**

Dear Brian: On behalf of the single-family homeowners on the east side of Park Avenue, with ourselves being closely adjacent to the proposed building, I have been corresponding with your development team regarding the design issues of most concern to myself and to my neighbors, primarily being the architectural treatment of the west façade and the drive-thru lane, and the provision of a planting strip adjoining the façade. Your team has been responsive, and has met us in the middle in addressing these concerns, with the result being a design solution that is generally acceptable. This acceptance is based upon the design drawings prepared by the Architect and transmitted to myself, dated 6-20-14. These have been forwarded to my neighbors, and their comments have been requested.

To this date, I have not received any negative response from my neighbors in regard to the aforementioned design drawings. There has, however, been some concern expressed regarding heavier traffic volume in our alley by patrons of the FFCU, and we trust that this can be addressed in the future if this becomes a problem to the residents on our block.

As I have previously mentioned to yourself, it is my opinion as an architect that the present setback of the structure from the Massachusetts Avenue sidewalk is not appropriate to the context of the historic commercial circumstances where the new building is being located. I will defer to the IHPC for their judgment regarding this matter.

Additionally, as we discussed, we would desire for you to include with your application the condition that the drive-thru will not be used for any other use by any succeeding commercial entity should the FFCU vacate the building in the future.

The following neighbors have been informed and consulted regarding our correspondences as regards this application:

Ron Jackson and Ann Luther, 735 N. Park  
Tammy Mebane and Mark Goree, 731 N. Park  
Marie Maude, 725 N. Park  
Lukshme Hasanadka and Kevin McKelvey, 719 N. Park

---

**Haydon Hapak, President Hogan Transfer and Storage**  
**825 E. St. Clair St.**  
**July 2, 2014**

I am a business and real estate owner of the property located at 825 E. St. Clair Street. I have been notified of the development proposed by the Firefighters Credit Union and Firefighters Union for the two above referenced properties.

Please accept this letter in support of the proposed development. The proposed development will be an asset to the neighborhood and likely have a positive effect on the value of nearby properties.

---

**L. Eric Strickland, Chair Mass Ave. Urban Design Committee**  
**June 30, 2014**

Please consider this a letter of support, with conditions, for the petitions listed above.

Brian Touhy of Doninger Touhy & Bailey LLP. gave a presentation to the Mass Ave Urban Design Committee (MADUC) on 6/18/14 for the proposed project at 748 Massachusetts Avenue. The purpose of this presentation was to seek approval from the MAUDC for the construction of a new Indianapolis Firefighters Credit Union building, Firefighters Union Local 416 Hall expansion and a new parking lot.

The topics covered in the meeting:

- Approval Process – A majority of Chatham Arch Neighborhood Association member: have approved the project on 6/19/14 approved.
- Credit Union Drive Through - Impact to Mass Ave traffic and pedestrian flow,
- Parking Lot design at 658 E St Clair Street.
- Design and materials.
- Right of Way Improvements to St Clair Street, adjacent alleyways, lighting and sidewalks.

**Eric Strickland continued**

In general, a majority of the committee is in favor of the project.

Committee voted to support the project as presented with the following conditions:

- A non-transferrable commitment that the proposed drive only benefits the Indianapolis Firefighters Credit Union.
- The proposed plaza area be open to the public, but use of the plaza for events shall be managed by the Firefighters Union Local 416.
- Maintain a clear sight triangle the exit of the drive through lane onto Mass Avenue.
- The ATM machine shall be a walkup use only.
- Protect and replace all existing landscaping materials in the Mass Ave. islands that are damaged or stressed during construction.
- Maintain or extend new electrical power to the existing landscape islands, similar to the other islands along Mass Ave.

Committee also suggests the following be included in the project, but are not IHPC commitments:

- Provide a chain-link fence around the construction site with wind screening graphics typical of urban construction sites. Screening shall promote the project and Mass Ave. Use of the Mass Ave Logo is encouraged on a portion of the screening.
- Maintain pedestrian access along the Mass Ave. sidewalk during construction, if feasible.
- Provide a future Letter of Support to Riley Area Development Corporation for a proposed conversion to two way traffic.
- We encourage the Firefighters Union 416 enter into agreements for parking use with nearby local businesses.
- If at any time in the future, Indianapolis Firefighters Credit Union and/or Firefighters Union Local 416 acquires the IPS land located at 856 N College the petitioner agrees to maintain it.

---

**Derry C. Condon, AIA, Lamson & Condon Architects**

**151 N. Delaware St.**

**July 1, 2014**

Lamson & Condon Architects ("LCA") designed the proposed new building for the Firefighters Credit Union, along with certain site improvements, to be located at 748 Massachusetts Avenue (the "Credit Union").

I believe the design of the new Credit Union is compatible with the Architectural and Design Standards of the Chatham-Arch and Massachusetts Avenue Historic Preservation Plan. The design of the Credit Union meets the Indianapolis Historic Preservation Commission's goal of preserving the unique historic character and fabric of the Chatham-Arch neighborhood.

---

**Jen Clady, President Chatham-Arch Neighborhood Association**

**May 29, 2014**



June 27, 2014

Meg Purnsley  
Sr. Architectural Reviewer/Dept. of Metropolitan Development  
Indianapolis Historic Preservation Commission  
200 E. Washington Street, Suite 1801  
Indianapolis, IN 46204

Dear Meg:

The board of the Chatham Arch Neighborhood Association (CANA) convened a special meeting of the association on June 24, 2014 to consider requests for support from developers of various proposals for new construction in or near our neighborhood. One of these requests was a joint proposal from the Firefighters' Credit Union and the Firefighters' Union involving construction of a new Credit Union with a drive-through window fronting Massachusetts Ave. adjacent to the Firefighters' Memorial Plaza; construction of an addition on the east side of the existing Firefighters' Union Hall along E. St. Clair Street and Mass. Ave.; conversion into a parking lot of a vacant lot between E. St. Clair and Arch Streets on the west side of and N. College Avenue; and creating a landscaped plaza in the triangle immediately adjacent to the expanded Union Hall at St. Clair and Mass. Ave.

There was considerable discussion of this multi-faceted project, which had previously received the endorsement of a majority of the members of CANA's Urban Design Committee. The applicants' representatives reported that they are continuing to talk with homeowners on the east side of the 700 block of N. Park Ave. in an attempt to secure support from those who might be most directly impacted by the introduction of a drive-through window. These same representatives agreed that the variance for the drive-through should be strictly limited only to the applicant Credit Union, and they also made a general commitment to contributing some significant portion of the cost to restore the historic brick alley running between St. Clair and Arch Streets along the western border of the new parking lot that they propose to construct. In addition, they committed to never seek any variance to allow parking on a lot further north on College Ave. (the former IPS bus driver parking lot) which is also in Chatham Arch but not part of their current development plan as presented to the neighborhood. Ultimately, a motion to support the overall project was adopted by a vote of 33 to 18.

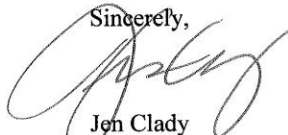
In instances when support for a project is neither unanimous nor nearly so, we typically attempt to include in our report on the neighborhood's deliberations some description of the reasons articulated for opposition. No objections were raised with regard to the appearance of either the new credit union building or the addition to the union hall. Indeed, most found "a lot to like" about many aspects of the plan. Nevertheless, concerns about the various types of use and the significant variance for the number of parking spaces incorporated into the project seemed to predominate.

Several objectors noted the project's conflict with the Historic Area Plan ("Plan") for Chatham Arch. Constructing a parking lot, even one as well-landscaped as is proposed for the north side of St. Clair St., introduces a long-term non-residential impact immediately adjacent to the late nineteenth-century houses lining St. Clair and Arch Streets. Not only is this currently vacant lot within the area designated by the Plan as the Residential Core of Chatham Arch, where any non-residential development is "strongly discourage[d]," but the site-specific recommendation set forth in the Plan for this particular parcel expressly calls for new housing sensitive to the surrounding historic cottages. Even in the Commercial Areas outside of the Residential Core, both surface parking lots and drive-through establishments are expressly discouraged by the Plan.

A few neighbors also expressed concern about the applicants' unknown plans for the IPS-owned lot further north on College Ave. Although that lot has been removed from the applicants' IHPC petition, their representatives confirmed that the Credit Union still intends to acquire it as a part of the deal to relocate from their current location, raising questions as to its future use in relation to the pending project since it was previously included in the proposal as a location for additional surface parking.

While the above concerns do exist, I would like to emphasize, as pointed out by many neighbors at the meeting, both the union and the credit union have actively sought neighborhood input and have been very responsive to suggestions from neighbors. Their willingness to continue to work with neighbors on Park Avenue (referenced above) is just one example of that. The credit union has made several modifications to their design in response to concerns and suggestions from the neighbors. Removing the north parking lot from the petition is another example.

Please let me know if you have questions or need any additional information regarding the position of the Chatham Arch Neighborhood Association.

Sincerely,  
  
Jen Clady  
President of CANA

**Steve Tegarden**  
**645 E. 9th St.**  
**8/12/14**

My name is Steve Tegarden, and I reside at 645 E. 9th St. in the historic neighborhood of Chatham Arch. I wasn't present for your July 2nd hearing, but I was able to watch it in its entirety on Channel 16. I am writing to support the application submitted by the Firefighters Union and the Firefighters Credit Union, and to address certain issues which arose during your previous hearing.

With regard to the proposal, I want to simply say that I like it - I like all of it. I believe it makes a significant, positive contribution to our neighborhood. Further, I believe that, if there is any property value impact attributable to the completion of this project, it will be positive, rather than negative. While I am not an architect or designer, I am an engaged member of the Chatham Arch neighborhood, and have been for nearly 15 years. During that time, my wife and I have participated, directly, in the IHPC process; we restored two historic properties and built one new carriage house. In addition, we have been active in the affairs of Chatham Arch - serving on boards, committees, and participating in neighborhood activities. As part of this participation, we familiarized ourselves with every Chatham Arch project which has come before this Commission in the past 15 years. We have studied each project (by attending meetings and presentations, raising questions, and participating in dialog and discussion). In each instance, we have reached an independent decision that we believed to be in the best interest of our neighborhood. On several occasions, that has included appearing before the Commission expressing our belief in the decision we reached and providing the rationale for that decision. We did exactly the same thing with this project - we have followed it from the beginning, attending every public presentation, asking questions and making suggestions. As with previous projects, this process ultimately lead to our coming to a decision as to how we feel this proposal will affect the future of our Chatham Arch neighborhood. At the CANA meeting on June 24, I spoke in support of this proposal, and complemented the team of professionals representing the applicants. They have been, by far, the most responsive and willing to compromise or accommodate to meet neighborhood demands, wishes, or needs of Chatham Arch of any other applicant which has dealt with our neighborhood during our 15 year experience.

Here are several of the reasons for our enthusiastic support of this proposal:

**\*\*We think the two proposed buildings are beautiful, and that they add character and class to our neighborhood. They honor the historic firehouse, blending perfectly without detracting from its prominence.**

**\*\*We will be extremely pleased to have the two story high, deteriorating brick wall screened by new construction. The current appearance gives a very unfavorable first impression to visitors looking into our neighborhood from the intersection of College and Mass Ave**

**\*\*We like the fact that the very solemn and compelling Memorial is more prominently featured, and is no longer just the tip of a parking lot.**

**\*\*As for the surface parking plaza, I said at our June meeting, if all surface parking lots were designed and buffered as this one, surface parking lots would be far less controversial in our city. This design borrows heavily from that of the surface parking plaza adjacent to one of the premier historic restorations in all of Indianapolis – the Indiana Landmarks Center on Central Avenue. I assume that plaza received the approval of this Commission.**

**\*\*We like the fact that this campus will bring employees, clients, and visitors to our neighborhood and to Mass Ave businesses.**

**\*\*Buses bringing thousands of school children to Survive Alive annually will be much more safely accommodated by the off-street unloading and loading arrangement. Additionally, reliance on parking buses along Mass Ave in premium parking spaces and the resulting congestion will be totally eliminated.**

**\*\*We will be trading one ugly, non-contributing parking lot for the far more attractive and interesting plaza.**

Two things about your conversation during the previous hearing concerned me: First, I was disappointed that neighborhood proponents were not given the opportunity to address the Commission. And, I was disappointed that Commission members seemed unaware of the overwhelming support this application, and these applicants, have within our neighborhood. I consider my neighbors to be a pretty savvy, independent lot who are quite capable of determining for themselves what is in their best interest.

Here are facts regarding the Chatham Arch neighborhood's response to the proposal before you that were not covered during the July Commission hearing:

First, the neighborhood's Urban Design Committee (UDC) voted 5 to 2 to recommend that CANA endorse this project when it came before this Commission during the July 2nd meeting. The UDC is an entity which has been in existence for about 15 years - consisting of volunteers who are a bit more knowledgeable than most of us, and who commit the time to delve deeply into projects with the applicants, and then make a recommendation to the neighborhood regarding their conclusion as to the merits of a proposed project. The neighborhood can accept, or reject this advice (we have done both), but we are, at least, certain that our neighbor experts have vetted all that comes before us. At the commission meeting, you heard only from the two dissenters.

Second, during the full CANA meeting on June 24 (during which the two dissenters first made this same presentation) the CANA membership voted by a margin of nearly 2 to 1 to endorse this project without qualification. This, by the way, was achieved despite a canvass for absentee ballots by a few remonstrators. It is not easy to deal with conflict, disagreement, and contention in a neighborhood meeting environment, but we did so in a most civil and respectful manner - we were proud of our neighbors! We believe they reached the decision that will most greatly benefit our neighborhood.

Third, the team of professionals representing the applicants worked so effectively and cooperatively with contiguous property owners that everyone (100%) of them have formally offered their support.

Fourth, The Indy Fringe, an organization which is perhaps as responsible as any for the visibility and success of Mass Ave, and a nearby neighbor, has offered its unqualified support.

Fifth, the applicants have the endorsement of the Mass Ave Merchants Association, MAMA. To the best of my knowledge, not one business owner has voiced any opposition to the final plan you are considering. I do not think that any of these individuals or entities would offer their support to a project that they thought had any chance of diminishing their property value, or their ability to run a profitable business.

The second issue from your previous hearing is the strong opposition some of you voiced concerning the proposed parking plaza at the corner of St. Clair and College. The property on which the surface parking plaza is to be placed has been in its present condition (two-thirds weeds and one-third deteriorating asphalt) for as long as any current Chatham Arch resident can remember (definitely longer than 35 years) - and during a few decades of steadily increasing property values in our neighborhood. If this blighted corner hasn't caused deteriorating property values up till now, I have a hard time accepting that the vastly improved appearance, contained in the proposal, will. If we're honest about it, if this project fails to gain approval, the appearance and condition of this property will, in all likelihood, remain "as is" until well after the overwhelming majority of current Chatham Arch property owners have sold their property. Given current market value, this parcel has become virtually unaffordable for anyone considering residential use. Also, it is so encumbered with "right-of-way" and process restrictions as render it very unattractive for commercial development. We have the opportunity, now, to incorporate it into the applicant's "campus" proposal. I, and many others, believe this is as "good as it's going to get" for well into the foreseeable future.

Regardless of the impetus for initiating the process which lead to this proposal, it appears to me that the applicants, fortunately, choose to approach it as an opportunity - not only for them, but for the larger community. I believe the collaborative, creative result leaves nothing but winners. The two applicant organizations seem convinced that they will be more comfortably and appropriately accommodated. The prominence of the Historic Firehouse - its museum, memorial, and Survive Alive program - is greatly enhanced. The Mass Ave business district and the Chatham Arch Neighborhood gain an attractive, welcoming gateway - significantly improving the appearance and utility of this heretofore unsightly, or abandoned intersection.

For all of these reasons, and on behalf of what I believe to be in the best interest of my neighbors and our neighborhood, I urge you to support the proposal submitted by the applicants, and recommended by your professional staff.

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## LETTERS WITH OBJECTIONS & CONCERNS

**Joseph Cohil**  
**648 E. St. Clair St.**  
**7/1/14**

I wanted to express my traffic concerns for the Firefighters Union Development Project. I overall support the project, however, I am questioning the reasoning for all the traffic being directed on St. Clair Street. The new parking lot at 658 E. St. Clair St. has the only entrance and exit directed onto St. Clair Street. The intersection at College, Mass Ave, and St. Clair already has a build up of traffic during key hours of the day. For example, traffic is slowed on St. Clair over ten cars deep everyday between 5pm and 6pm at that intersection. With the addition of the school bus bump out, the entrance and exit of the parking lot, the Credit Union drive up window, and the addition of the Credit Union customers and staff in the area is going to generate a build up of cars from College to East Street at key times of the day.

I am not in favor of a drive up window on Mass Ave, but if this is approved, I do not understand the need to direct traffic onto St. Clair St. At the very least, there should only be an exit from the parking lot and Credit Union onto Mass Ave and not St. Clair. My house sits directly in line with the current parking lot entrance. Headlights shining into my home would be prevented, along with less directed traffic onto St. Clair, if this was not permitted as an exit. Reducing the entrance into the exiting parking lot and Credit Union drive up window to one lane would prevent this from becoming a heavily used exit point.

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**Paula Lanning**  
**646 E. St Clair St**  
**7/2/14**

A concern is the increased traffic on Saint Clair street. Saint Clair is an already busy and congested street. The unknown volume in the near future to be added as a result of locating the entrance to the Firefighters Credit Union on Saint Clair is disquieting. Suggestions to minimize the additional strain on an already busy traffic flow are:

- If allowing the entrance to the existing parking lot and the new FCU off of Saint Clair, then make all exiting onto Mass Avenue only, thereby reducing the potential doubling of the increased traffic on Saint Clair
- Place the entrance and exit to the new parking lot on Arch street or College
- Ensure the raised pavement (speed bump) on Saint Clair as outlined in the documentation is achieved
- Eliminate parking on the south side of Saint Clair, for the blocks between East St. and College

The information provided states the average number of vehicles utilizing the FCU drive through is 16 per day.

What is the increase expected with the FCU growth plan for 1 year, 5 years, 10 years?

How many customers transact their business inside the FCU daily?

What is the increase expected with the FCU growth in 1 year, 5 years, 10 years?

What is the current number FCU employees who will be now traveling down Saint Clair to arrive at their work place each day?

What is the increase expected with the FCU growth in 1 year, 5 years, 10 years?

How many school field trips to the Museum occur each year?

How many buses will be traveling down Saint Clair and parking on Saint Clair?

The growth and improvements planned for the current location are well appreciated. The consideration given to making the additions appealing to the existing residential area is valued. The wish is to minimize the traffic in front of our residences on Saint Clair and to consider the current numbers stated may well be doubled, tripled, etc. with growth of the FCU, Museum, and/or Firefighter business.

## PROPOSED COMMITMENTS

### Exhibit B

1. The site located at 658 E. St. Clair Street (the “St. Clair Site”) will only be used as a parking lot by the Firefighters Credit Union (the “FCU”), the Indianapolis Metropolitan Firefighters Union (the “Union”) and for the community events listed below. The St. Clair Site shall be gated and uses for public parking other than described in this commitment shall be prohibited. The use of the St. Clair Site as a parking lot shall be for a period of five (5) years unless approval to continue the use of the St. Clair Site as a parking lot beyond that five year period is received from the Indianapolis Historic Preservation Commission (“IHPC”). Such five (5) year period shall commence upon receipt of the necessary approvals from the IHPC for Petition Nos. 2014-COA-058 A & B (CAMA) / 2014-VHP-008 Part A and B and completion of IHPC approved improvements to the St. Clair Site.

2. The following list of annual community events shall be permitted to take place on the St. Clair Site. Any additional community events proposed for the St. Clair Site shall be subject to prior review by the Chatham Arch Neighborhood Association.

March:	St. Patrick’s Day
April:	FDIC Open House
May:	Indy Pride Hoosier 250 Trike Race CANA Block Party
June:	Pride Parade and Festival Dog Party and Parade
July:	International Market
August:	Indy-Fringe Festival International Market
September:	CANA Yard Sale International Market
October:	Reading of the Names

3. If the Petitioners acquire the site located at 846 N. College Avenue (the “College Avenue Site”), the Petitioners agree to the following:

- a. In a reasonable amount of time after such acquisition, the Petitioners at their expense shall file a petition with the IHPC to rezone the College Avenue Site for residential uses consistent with the Chatham-Arch & Massachusetts Avenue Historic Area Plan (the “CAMA Plan”);

- b. Upon rezoning of the College Avenue Site to a residential classification, the Petitioners will seek to sell the College Avenue Site to allow for the development of residential uses consistent with the CAMA Plan.
- c. Any profit derived from the sale of the College Avenue Site (such profit equaling the amount received by the Petitioners from the sale of the College Avenue Site over and above the sum of \$525,000 plus any costs incurred relating to the rezoning, marketing and closing the sale of the College Avenue Site) shall be divided in two equal portions, with the FCU and Union receiving one portion and the Chatham-Arch Neighborhood Association receiving the other portion, as long as the portion to be received by the Chatham-Arch Neighborhood Association is used for neighborhood development projects chosen solely by the Chatham-Arch Neighborhood Association.